

# The Washington Times

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FRANK A. MUNSEY

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FRIDAY, JULY 14, 1905.

## Worse Than New York.

Other columns of today's paper report the effort of representative business men, architects, and builders to co-operate with the District authorities to the end that the tenants of all dwellings in the Capital of the United States may have abundant light and air. Surely the whole community will follow this movement watchfully.

No one who knows present conditions in Washington will doubt the need for it. In one tenement nine persons sleep in one small room. In another there are rooms which get only what daylight is left after it has been used up in two other rooms and only that air which hangs heavy and still with its burden of dirt and moisture and bad breath. Even the model houses for the poor, built in a spirit of love for one's neighbor, confine their tenants for their meals in a room where the sunlight corkscrews down a narrow shaft, only three feet four inches long, and three feet wide.

What of this for Washington, the City of Magnificent Distances? What relation do such rooms bear to our broad streets and our beautiful parks?

The tired mother with a baby sleeping on her arm in a room like one of these cares nothing for parks. They are not for the likes of her. What she needs is fresh air, and the laws of the District of Columbia do not give it to her. There is a tired father to think about, too, and stunted children, and maybe after a little while consumption, and then your room with its shaft of gray light and thick air, or with no shaft at all, has become a pesthole.

This is shameful, but it is not surprising. It is surprising, however, to read in this article that the well-to-do who pay \$600 a year for their apartments are in as great danger as the poor who pay only \$30 a year. Four pretentious buildings are cited which will give their fashionable tenants ventilation through the windows of one room only, if ever the owners of the adjoining property put to use their shares of the party walls. And it is a curious fact, of which none of us should lose sight, that fresh air and good light are as important to the well-to-do as ever they are to the poor.

How is this to be remedied? It does no good to look horrified and wonder that such conditions arose in as broad and open a city as Washington. The thing to consider just now is: How can we stop the erection of more tenements like these?

Well, we can provide by law, as this committee of business men recommends, that no dwelling of any sort, no building of any sort, can occupy more than 65 per cent of its lot. If you want to build up a lot solidly today, and had the forethought to buy from the street to the alley, go ahead. You can. New York would not permit it, but Washington will. Half the rooms in your "apartment house" will be dark and unventilated, as in the four pretentious and expensive buildings already erected. But you can build that way if you choose.

If you have to save 35 per cent for light and air, however, as our city blocks are platted, you will find it very easy to give all your rooms outside windows, and skylights and air shafts will become things of the past. You won't make so much money, of course. But the city will make more money, and you will not pay such heavy fees to the hospitals for the care of your own family or such heavy taxes to sustain the potter's field, and care for dying consumptives, and keep little children in the reform schools. For poverty waits on weak bodies, and weak bodies wait on God's sunlight and fresh air, and moral disease waits on poverty and weak bodies both.

## The Public—and Dishonesty.

If there were not so much private dishonesty among the general public there would be less grafting among public and quasi-public servants. This is merely restating Burke's theorem, that virtuous peoples cannot long have vicious governments.

To take a case in point. Many years ago a strip of public land out West was the bone of contention between a large number of homesteaders and a transcontinental railroad. Distinguished lawyers were retained by the homesteaders to protect their interests. All of them were "approached" by the railroad, in one form or another, the object being to prevent them from honestly serving their clients. One of the lawyers was put out of the case by getting a seat

in the Senate, another was provided for by a fat retainer as a servant of the railroad, and at last the homesteaders had to rely upon the services of a man whose honesty was as spotless as his learning was sound.

That one old-fashioned lawyer fought the case through the lower courts and until he gained a final victory in the Supreme Court of the United States. He did the work on a comparatively small retainer and his faith in the honesty of the homesteaders, his clients. He saved the farms and homes of his clients, and his reward was a clear conscience and about 10 per cent of the fee promised him.

Under his contract with the homesteaders he was to receive 25 cents for every acre saved from the rapacity of the railroad; this made the average sum due him from each landholder about \$40, and this he received from only one man in ten. Nor is this an exceptional case.

Do you see what bearing this case has upon grafting? One of the men who virtually betrayed his clients became a Senator, another became general counsel for the railroad, and the honest old gentleman who was true to his trust preserved his integrity, but added little to his reputation or bank account. Honesty is its own reward, but grafting is paid for cash down.

## Delcasse and Frankness.

As M. Delcasse is at present free from the gag of office, what he has to say concerning the policies of nations can be as frank as he chooses to make it. His interview in Le Gaulois is frank, but as it is restricted to a discussion of the Moroccan issue and the immediate relations of England, France, and Germany, it is merely the application of general rules to a particular instance.

His interview may be paraphrased in the broad language of the philosophy of history, and these generalizations made:

The policy of nations has never been based on sentiment, but upon their material interests. Commercial balances show where national interests lie. The law of self-preservation is as unrestrained among nations as among the lower orders of the brute creation. The line of least resistance, which is called sin in the individual, is the invariable course of procedure with all nations. Wars and alliances, however they may be glozed with hypocrisy and sugared with high-sounding moralities, are struggles for material advantage, either in the shape of commercial expansion or territorial extension; land-hunger and trade-thirst underlie all wars; the glittering moralities and gaudy sentimentalities that are held aloft in connection with them are merely the iridescent scum that floats upon the surface.

To recognize these truths is not necessarily to become permanently pessimistic. The altruism of the few great souls of the race has never more than clothed the savage nakedness of the rest of us. We have parted the doctrines of Jesus among us, and upon His love we have cast lots; but His spirit is as unwelcome today as it was nineteen hundred years ago.

The nations are as industrious, as provident, and as savage as the ants in neighboring hills. They live in peace only until a disputed bit of provender stirs the formic acid of their souls—and then hell breaks loose.

Will these conditions ever be better? Will the race ever rise to an approximation to the dignity and beauty that has been shown in a few individuals? Not until economic conditions are radically changed; not until the overwhelming majority of the individuals composing the race rise by self-abnegation, by renunciation, by self-sacrifice superior to the insistent demands of material nature. At present salvation is for the individual, not for the race.

It is hard to love your fellow-man in a crowded street car.

North Carolina Democrats fear a split in the party in that State, as Democratic politics are the same in every State.

The Mormons' boast that they have conquered with the Lord Office comes at a time when such connections are apt to lead to a closer acquaintanceship with the Department of Justice.

If Senator Platt has any strong opinions about Mormon irregularities he's contenting himself with thinking only.

If you're good you're lonesome, and lonesome people find it mighty hard to be good.

If Mr. Holmes has taken good care of it, the fair presumption is that he doesn't mind.

If Japan sees anything else that looks good to her, she wants to grab it quick.

Miss Margaret Haley is the Governor La Follette of the national educational system.

Nevertheless, it seems tough on the cause of popular education to compare the teachers' association to the Equitable.

Russia is able to get some satisfaction out of the fact that, while other countries are having trouble experimenting with submarine boats, she has all the submarine naval strength she will need for some time to come.

While, of course, the unexpected is always liable to happen, yet it does seem altogether likely that the Nationals will refrain from further worrying this community by showing serious signs of breaking out of the place where they belong.

# IN THE CIRCLE OF SOCIETY

## FETE GIVEN FOR SWEET CHARITY

Newport Society Helps a Worthy Project.

## TOOK PLACE AT GRAY CRAIG

Proceeds Will Be Devoted to Needs of St. Mary's Orphanage at Providence.

Newport society, like that of Washington, inclines itself toward sweet charity. To this end yesterday afternoon it attended the garden fete at Gray Craig, the beautiful villa of Mr. and Mrs. J. Mitchell Clark, near Paradise, which was given for the benefit of the St. Mary's Orphanage at Providence. Several thousand dollars was the profitable result.

Miss Edith Wetmore, whose splendid golfing on the Chevy Chase field, magnificent riding, and sprightly drawing room manner renders her a Washington favorite in winter, superintended the candy table, and though the temperature turned very suddenly and winded visit into syrup, her customers accepted the situation and fun which ensued, and she coined money for the children.

Mrs. Charles M. Oelrichs, whose loss of a diamond hair, pearl collar and a quantity of other jewels gave her recent prominence, caused her table of knitted wares to be a favorite place, for there the news of the robbery was discussed, while at every table, and on the open lawn, the divorce of Mrs. William R. Travers, formerly Miss Lily Harriman, daughter of Mr. and Mrs. Oliver Harriman, afforded a lively topic.

Baroness Giskra, wife of the Countess and Charge d'Affaires of the Embassy of Austria-Hungary, left Lenox yesterday where she has been socially prominent for the last month, and will sail from New York today for the Isle of Jersey where she will remain with her mother and children for the rest of the summer. The Baron will remain at Lenox.

A cable dispatch from Melbourne, Australia, to a New York paper, says that President Roosevelt has declined the invitation extended by Lenox for the government to Miss Alice Roosevelt to visit Australia with Secretary Taft and the members of his family, which was accompanied by the assurance that the party would be cordially welcomed by all classes.

Through the death of Senora Pilar del Pozo, wife of Senora Martin Rivero, wife of the first secretary and charge d'affaires of the Cuban legation, which occurred in Havana July 2, this hospitable household is placed in mourning. Sympathies of the social and diplomatic world of the Capital are extended to Senor and Senora Martin Rivero, for they are favorites with all who know them.

R. Edelin and J. Anderson, who have been the guests of Mr. J. Long for several months, will leave the city next week for a ten days' visit to Colonial Beach.

Mrs. Cora C. Day, Alice A. and J. Paul Day, of 27th street northwest, have left the city for an extended visit to Mrs. Day's mother, near Seymour, Ind.

A dePury, secretary of the Swiss legation, has left his quarters at the Highgate and has gone to Lenox for the rest of the summer. He will live at the Curtis, where already a number of young diplomats are installed.

Mr. and Mrs. Harry King and family have gone to Cape May for the summer.

Mrs. M. Stern and daughter, Miss Helen Stern, are at the Pleasant Hotel, Ocean City, Md., for the summer.

Mrs. Max Kaufman and her son, Milton Kaufman, are spending the heated season at Leesburg, Va.

Carl Auerbach and daughter, Miss Edith Auerbach, are taking a trip through the Lakes, en route to Toledo, where they will remain some time.

Miss Hortense Morris has returned from a five weeks' stay in Baltimore, where she visited Miss M. Leesburg.

Mrs. Ike W. Nordlinger has joined her husband at Atlantic City.

## ENTERTAINED AT LAWN PARTY

Mr. and Mrs. A. Colman entertained a number of friends at their residence, 1322 Ninth street northwest, last evening. Choice musical selections were presented, after which the guests were summoned to the lawn, which had been brilliantly illuminated by Japanese lanterns and artistically decorated in the national colors for the occasion.

Refreshments and social selections were given from a graphophone. Those present were: Mr. and Mrs. Crook, Mrs. Gavin, John Hill, Mr. Schaefer, Mr. Burdett, Miss Davidson, Mr. and Mrs. Davidson, O. W. Hauser, M. Colman, Cora Colman, Mrs. M. Hill, Miss M. Hill, Miss Carrie Hill, Miss Volland, Miss Belle Volland, Miss Rosa C. Colman, Miss Nellie Colman, and Master Harold Colman.

## O'CONNELL CHOSEN HEAD OF CATHOLIC TEACHERS

Mr. O'Connell, rector of the Catholic University of America, was yesterday elected president of the general society of the Catholic Educational Association. The election took place during the final meeting of the association in New York.

Mr. O'Connell, who has been on a visit through the West, was present at the meeting. Thanking the convention for his election he read a message from the Pope in which the papal benediction was transmitted to the association.

Several other elections, which are of interest to Catholics, were made by the convention. These were the election of the Rev. John A. Conway of Washington, president of the college department, and the election of the Rev. John F. Fenlon, of St. Austin's College, Brookland, D. C., as secretary of the seminary department.

## CLAIMS RIBBON OF LAND THREE-FIFTHS INCH WIDE

EASTON, Pa., July 14.—Innocent Sacchetti has a writ of ejectment issued to recover possession of a strip of land which he alleges he owns, the strip being three-fifths of an inch wide on Third street, and one inch wide on Stigweaver street.



MRS. PHILIP VASA MOHUN, Wife of Paymaster Mohun, One of Washington's Navy Boys, and Popular in New York and Washington Society.

## MISS MUNCASTER WEDS H. S. BROWN

Quiet Ceremony Celebrated at St. Andrew's Church. Offutt-Troth Nuptials at North Chevy Chase—Distinguished Gathering of Washingtonians at Baltimore.

Miss Harriet Muncaster, daughter of Dr. O. M. Muncaster, of this city, was married yesterday to Harry Southwell Brown.

The ceremony was simple, occurring at noon in St. Andrew's Episcopal Church, the rector, the Rev. George Calvert Carter, officiating. Only relatives and intimate friends of the couple were present.

The bride wore a traveling gown of brown, with hat to match. Immediately after the ceremony the bride and bridegroom left for their wedding tour.

The home of H. E. Troth, sr., at North Chevy Chase, Md., was the scene of a pretty wedding Wednesday evening at 7:30 o'clock, when the contracting parties were Lyles Offutt, of Bethesda, Md., and Miss Lillie Troth, of North Chevy Chase, Md.

The bride wore a dainty gown of white and carried a bouquet of white roses. Mr. and Mrs. Offutt will occupy their new house just erected in Outbourne, Md., where they will receive their friends.

Wednesday at noon Eunice Kengla, of Tenkeltown, and J. Edward Lewis, of this city, were married at St. Ann's Church, Tenkeltown, by the Rev. Father Mallon.

The bride was becomingly gowned in white and carried a bouquet of white roses. After the ceremony the couple left for a short stay at Atlantic City.

There were a number of Washington

people at the wedding of Miss Charlotte Browne, daughter of Mr. and Mrs. Horace Bowyer Browne, of Baltimore, and Robert Bingham Wasson, of Cadiz, Ohio, which occurred in Baltimore Wednesday evening, the Rev. C. F. Thomas officiating.

J. Harry Frazier, of this city, formerly of Cadiz, was the best man. The guests from here were Baron Rosen, Baron Oyeda, Col. Theodore Bingham, Gen. Theodore Williams, S. A. Dickson, Admiral Benham, Admiral Coghlan, Commander Henry McCrear, United States Navy, Commander Sydney A. Stanton, United States Navy, Misses Emma Bingham, Jessie Frazier, and Emma Winchester.

The groom is a grandson of the late John A. Bingham, of Ohio, who was for many years a Representative in Congress, and later minister to Japan from the United States. The groom and his best man were both with the former's army in Japan for six years.

The late Mr. Bingham prepared the treaty which exists between Japan and this country. Mr. Takahira, the Japanese minister, remembered the occasion by sending the bride a handsome basket of flowers with his special congratulations.

A little gossip of the Browne-Wasson wedding and of particular interest here.

"The marriage of Miss Sara Charlotte Browne, daughter of Mr. and Mrs. Horace Bowyer Browne, and Robert Bingham Wasson, of Cadiz, Ohio, which took place last evening at the home of the bride, nearly brought Baron Rosen, the new Russian ambassador, and peace plenipotentiary, in social contact with the members of the Japanese legation. Mr. Takahira, the Japanese minister, avoided meeting Baron Rosen by sending his regrets."

## BRIDAL PAIR HANDCUFFED ON THEIR HONEYMOON

After Sitting Up All Night They Pay a Detective \$5 for Releasing Them.

CHICAGO, July 14.—M. F. Hanny, of Pekin, Ill., arrived in Chicago handcuffed to his bride. It was supposed to be a honeymoon joke, the humor of which failed to appeal to him. Mr. Hanny was married in Pekin.

"I can stand for the rice and the old shoes," he said, "but this is over the limit."

Just as the train pulled out of Pekin a party of real cut-ups entered the car and slipped a pair of handcuffs on the bride couple as they sat in their state-room. Hanny's left wrist was clasped with a band of steel to his bride's right.

They were compelled to sit up all night in the state-room. Every man on the train with small keys tried to give Cupid a chance, but the bracelets could not be relieved.

In the morning a weary couple whose clothing required pressing, stepped from the train, and upon advice of the conductor were driven to the Central police station. There, after fifteen minutes' work, a detective released them.

"The best I can do is to buy for all," said the bridegroom, when he gazed at the red welt around his wrist. He gave a \$5 bill to the man who untied him, while the bride blushed her thanks.

The two young people met several years ago at Powhatan College, Charleston, W. Va., through S. P. Hatton, president of the college, and a close personal friend of Mr. Elgin. Their friendship, which began then, ripened into a warmer attachment. The wedding yesterday afternoon was the result.

Mr. Elgin is twenty-five years old, and is employed as a traveling salesman for a prominent Philadelphia paint firm. His bride is twenty-two, and is the daughter of a well-known stock raiser of Fauquier county.

## POLICEMAN TAKEN ILL

Policeman J. H. Ward, of the First precinct station, was suddenly taken ill about 4:15 o'clock this morning and was removed to the Emergency Hospital. Physicians there said he was suffering from acute indigestion. About 8 o'clock this morning, Ward, who is fifty-six years old, was at his home, 531 N. street, Georgetown.

## WASHINGTONIAN ELOPES WITH VIRGINIA GIRL

Pair Are Wedded in Baltimore—No Home Opposition, But Liked Romance of Runaway.

J. Edward Elgin, of Washington, and R. E. Miller, of Home, Fauquier county, Va., were the parties to an interesting romance which had its culmination in a wedding yesterday in Baltimore. The ceremony was performed at 4:30 o'clock, in the Church of the Ascension, in the Monumental City, by the Rev. Robert S. Coupland.

Mr. Elgin and his bride have been engaged several months. It was understood that their wedding was to occur before long. However, the spirit of romance would be notified immediately by telephone, and the young couple met at an appointment yesterday in Roncovert, Va., where the young lady was supposed to be on her way to visit friends in another place.

They went at once to a Baltimore hotel, corralled two friends, obtained the marriage license, and in a remarkably short time, the knot was tied. E. L. Clark, of Keoptryst, Md., a cousin of the bridegroom, and Miss Margaret Elgin, of Baltimore, a friend of the bride, were the young people who acted as witnesses for Mr. and Mrs. Elgin.

Mr. Elgin said last night that the parents of neither were aware of the contemplated elopement, but that they would be notified immediately by telephone. Mr. Elgin will take his bride to a tour through the North.

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## STEREOPTICON SERVICE AT SALVATION ARMY TENT

Staff Captain Kemp, on Sunday evening, will give an interesting talk on the work of the Salvation Army around the world, illustrated by 250 illuminated views.

A special feature of this service will be the singing and music of the Jones Sisters. No charge of admission is made. But an offering received at the door. The service will be given at the Salvation Army tent, at the Washington and takes command here. At the special meeting Saturday night he will make his farewell address.

This evening the Rev. Nathaniel Nest, a prominent Presbyterian minister, will speak.

# Justifies Resignation Of Engineer Wallace

Writer in Manufacturers' Record Says Chief Canal Builder Was Hampered and Oppressed.

The first detailed and effective presentation of the case of John F. Wallace, late chief engineer of the Panama canal, made in a rather remarkable article just published in the Manufacturers' Record, of Baltimore, by C. F. Z. Caracristi.

On its face this article does not assume to be an expose of the conditions which forced Mr. Wallace to leave the isthmian work. It is not presented as the vindication of Mr. Wallace. Nevertheless, perusal of it seems to justify the impression that its writer, a well-known engineer, was presenting the case of Mr. Wallace, and that he made it a vigorous presentation.

One of the editors of the Manufacturers' Record said this morning over the telephone that Mr. Caracristi was an occasional contributor to that publication, and his contributions were highly prized because of their accuracy and independence of view.

## Not Wallace's Defense.

"Do you regard your article of this week as in effect a presentation of the case of Mr. Wallace?" was asked.

"It was not sent to us as such," was the reply. "Mr. Caracristi simply sent it as the result of his inquiries on the isthmus. We have no reason to understand that it is a setting forth of Mr. Wallace's case."

"Mr. Caracristi was in the canal zone two or three months ago. He has done much work in the tropics, and is well informed of the conditions of work there, and on the canal work in particular."

## Situation as Discussed.

Mr. Caracristi is thoroughly convinced that conditions on the isthmus are utterly disorganized, and that basic changes must be made in the system if the canal is to be built promptly and economically.

Mr. Caracristi outlines thus the questions he proposes to discuss: "Are the delays and disturbances... the result of political intrigue, the antagonism of powerful railroad influences, or the outcome of fortuitous and unavoidable calamities?"

Public opinion, he says, is undoubtedly so tried that it looks askance and demands information as to the hidden powers that are preventing the accomplishment of the great task. The author proceeds to a statement that definitely charges the whole difficulty upon the canal zone.

"It may be possible that the Administration may be able to commune with itself in the future, and in time show ample and justifiable reasons for acts that, to those not in its confidence, definitely appear as the result of great misadventure, or premeditated obstruction and delay."

Chief Engineer Wallace, smarting under the castigation administered by Secretary Taft, could hardly have suggested the point more caustically.

## Not Wallace's Champion.

However, Mr. Caracristi proceeds to admit that he is not defending Mr. Wallace. He says the American people will, in time, see that Wallace has merely been subjected to the same kind of treatment that has been accorded to Schley and Miles. He adds that that sort of thing, "the great game," with army and navy officers, will not be permitted by professional men of the attainments necessary in a canal builder.

"To be perfectly plain," continues Mr. Caracristi, "the canal zone should be placed irrevocably in the hands of our able army engineers (to satisfy the Administration's habit of referring to the canal as a military project) and referred to civilians."

The Government cannot, and never has, executed a great engineering or utility work without civilian help. The rules of strict subordination imposed by the Government on its employees will not work with the classes of professional men, even with the class of American labor and employees which must be used on this undertaking.

"Even if it could be had, there are no facilities for housing a large supply of labor on the isthmus. The Americans there are largely adventurers or curiosity seekers. When the crucial time comes wages will be about twice as high as now."

## Reasons of Delay.

"The principal reason for delay is the absolute want of organization and harmony. There is one exception, and that exists in the health officers' department. The curable condition of disorganization can be remedied by letting the work by contract in small sections. If this is not done no organization will ever last beyond its experimental stage."

"The absolute impracticability of successfully building the canal directly by the Government at anything like a reasonable cost has already been demonstrated, and there are more and more convincing evidence of this statement must pass the censorship of the American press on the subject of the canal zone."

"The American press on the subject of the canal zone is reaching this country with alarming details, probably accompanied by scandal."

## Canal Can Be Built.

There is nothing impracticable about the canal, according to this writer. It is just a question of organization and work.

The charge has been made that Wallace was influenced by the railroads to resign. "Such a statement can be contradicted upon the strongest authority possible to reach," declares Mr. Caracristi, which certainly suggests that he is speaking by the card for Engineer Wallace. Continuing, he expresses the opinion that this story was circulated by the influence of the railroads to get them selves into positions enabling them to despoil the national treasury.

Mr. Wallace's resignation removes the name applied by his enemies, of the "Illinois Central annex canal."

"When I left the isthmus," continues Mr. Caracristi, "the professional go-betweens had already put in their appearance, and it was an open secret that the crowd that was after the plans simply on 'influence' had been given no encouragement and that the chief engineer would be of no use if interference continued in his branch of the work."

## Conditions Must Alter.

"Under the existing system the work of construction will never be completed, but it is natural to suppose that the American people and the canal commission will not tolerate the continuance of a policy of apathy and disorganization. If this is not suppressed there will be little opportunity for an inter-oceanic canal."

"The crucial and insurmountable past and present conditions do not arise from the lower officials that could be

easily replaced, but have their origin in the highest official quarters, and naturally percolate downward. The smallest reform, until a chronic state of revolt is found in nearly every department of the operative force on the canal zone. It was this same sense of personal irresponsibility and official quackery and mismanagement of the old French company possible and effective."

## Responsible Head Needed.

"A more deplorable condition could not exist than a vast project which under the strictest economy will cost, not \$145,000,000 as originally estimated, but \$385,000,000 and \$400,000,000, including purchase money and a sea-level waterway without harmony and a responsible executive head."

"Under no system in the world would such a stupendous undertaking be attempted without a responsible head, and if Mr. Wallace did not want to be placed in sole charge of the construction, it is difficult to see why any man of his ability should have done, and his resignation is a laudable act that not only reflects credit on his own and his profession's self-respect, but which will also force the President and his Cabinet to look upon the proposition in an entirely different aspect unless he has made up his mind to be the 'whole thing' himself."

## Progress Is Slow.

After discussing and analyzing the reports of recent accomplishment in the canal work Mr. Caracristi concludes that at the rate of progress achieved in May it will take 137 years to build the canal. It is true that the plans were bought from the French company; but these are in French, and might be so much Hebrew so far as the commission is concerned.

"I could tell many ridiculous stories based upon these French documents, wherein American officers on the canal try to make each other believe that they can read these reports."